

**TRANSPORTATION COMMISSION MEETING MINUTES
JUNE 25, 2015 – 9:30 A.M.
BECKER-HANSEN BUILDING – 700 EAST BROADWAY
PIERRE, SD**

COMMISSIONERS PRESENT: Donald Roby, Chairman
Ralph Marquardt, Member
Larry Thompson, Member (via conference call)
Kathy Zander, Member
Ron Rosenboom, Member
Tim Dougherty, Member
Rod Fouberg, Member

COMMISSIONERS ABSENT: Kyle White, Member
Kim Vanneman, Member

DOT STAFF PRESENT: Darin Bergquist, Katie Thompson, Joel Jundt, Julie Bolding, Kristi Sandal, Kellie Beck, Jason Humphrey, Scott Rabern, Ryan Johnson, Christina Bennett, Mike Behm, Sam Weisgram, Brace Prouty, Laurie Schultz, and Patricia Saukel

OTHERS PRESENT: Virginia Tsu – FHWA; Toby Morris – Dougherty & Company; Toby Crow – AGC; and Bob Mercer – press.

The meeting was called to order at 9:30 a.m. by Chairman Don Roby. Roll call was taken and a quorum was determined.

Chairman Roby asked for a motion to approve the minutes presented before the Commission.

A MOTION WAS MADE to approve the minutes from the May 28, 2015 regular meeting by Zander and seconded by Marquardt. All voted aye and motion carried.

A MOTION WAS MADE to approve the minutes from the June 11, 2015 conference call meeting by Rosenboom and seconded by Fouberg. All voted aye and motion carried.

Darin Bergquist, Secretary of the Department of Transportation began the Secretary's Report with the announcement of Kim Vanneman's appointment to the Commission. Her appointment replaces Robert Benson and expires April 2019. Bergquist gave a brief

biography to the Commission stating that Ms. Vanneman is a former legislator and in 2009 served on the Highway Needs and Funding Legislative Summer Committee. She was also involved in the Sunset review of the Department that same year. Bergquist informed the Commission that Commissioner Vanneman would not be able to attend until the August meeting due to prior commitments.

Bergquist then asked the Commissioners to email him a short bio of themselves to be published on the Department of Transportation website. He told them that the DOT has a page on the site dedicated to the Commissioners. He specifically needed bios from White, Vanneman, Zander, and Rosenboom.

Secretary Bergquist introduced Katie Thompson to the Commission as the Office of Legal Counsel's attorney replacing William Nevin. Thompson is from Whitewood and went to University of North Dakota Law School. She was in a private practice in Sturgis for eight years before joining the SDDOT in December of 2014. Bergquist said Thompson will also be playing a big role in the DOT's legislative efforts in the future.

Secretary Bergquist briefed the Commission on the Transportation Hall of Honor Committee meeting that was held earlier in the week. He informed the Commission that Senator Mike Vehle was chosen to be inducted and that a banquet will be held later in the summer. Bergquist said this is the 84th person inducted into the Hall of Honor and the first person inducted solely based on their legislative efforts.

Bergquist spoke of other roles that Commissioners play such as Dougherty serving on the Sioux Falls Metropolitan Planning Organization (MPO), White serving on the Rapid City MPO, and Zander serving on the Hall of Honor Committee.

Secretary Bergquist updated the Commission on the federal highway funding. Bergquist said MAP 21 has been extended for two months – now good through the end of July. He said the pace in Congress is picking up. Bergquist said the Senate EPW Committee unanimously passed a bill providing for a six-year Highway Bill (highway portion only). There are not any significant changes to the existing program, although it is favorable to the State of South Dakota. This bill keeps the same funding and formula of the distribution of the funds. Bergquist stated that the fact that it has passed is a step in the right direction, but they will still need to find a way to come up with \$100B in the next six years to fully fund the proposal.

Bergquist said of growing concern is that the Federal Highway Trust Fund will run out of money by the end of July. The USDOT has notified everyone that by the end of July, FHWA will have to start implementing cash management procedures. This means that the state will not get full reimbursement for the projects we currently have going on.

Bergquist said a new program must be put into place, but is unlikely before the end of the year, causing Congress to need to further extend MAP 21. It will also require

additional revenue to keep the highway fund afloat to cover the extension. Bergquist said Congress is working on multiple highway issues. If Congress doesn't pass something before the end of the year, the state could be looking at a couple of years of short-term extensions. Bergquist asked for questions from the Commission of which there were none.

The next item that Bergquist had for the Commission was a request from Commissioner Rosenboom from the last meeting for an informational item of a general overview of the department including operations, revenue items, budget sources, etc. Bergquist said he had some of that information prepared for the meeting today that included information especially helpful for the newer Commissioners. Because two of the newest Commissioners were absent from the meeting, Bergquist asked permission of Chairman Roby to defer the presentation until all of the Commissioners were present. Roby agreed.

The final informational item Secretary Bergquist presented started with some background regarding the department and federal highway establishing a State Infrastructure Bank (SIB) around twenty years ago. At that time, federal funds were deposited into a separate SIB account in which the state matched to make loans for highway projects. The fund sat dormant and the first loan taken was a loan the department took about ten years for the Strawberry Hill project. In the last five or six years, the DOT has been using that fund more actively. We most commonly use it to make a loan to a county for a project they need immediately. The county will borrow the money from the fund for a project then the repayment every year is the federal STP funds that the Commission awards. Bergquist said they are leveraging their future funds and it is very beneficial program in the right circumstances.

There are restrictions that because it is federal money, it could only be used on a federal eligible project. We don't have a comparable state-funded loan program to address those types of needs that come up on non-federal aid routes. Because of this there has always been a need for a similar state funded type program. They haven't pursued it because we have not run into that type of situation until now where there is a need for this type of program. Bergquist said Toby Morris would be giving testimony regarding this need.

Bergquist said Yankton County needs extensive road repairs on a non-federal aid road. Bergquist asked if the Commission would be willing to on a one-time basis or a pragmatic basis establish a state funded loan program to help with these types of economic development projects that are not federal aid eligible. Bergquist said from his perspective this is something that will work and is certainly needed to help promote economic development. The Department does currently have grant programs in place which normally would be the first source of funds. The problem with those is that the amount of the grants would be relatively too small for the type of projects they need.

Commissioner Marquardt asked for an explanation for the new Commissioners about the changes we implemented on the repayment programs. Secretary Bergquist stated it was a good point and proceeded to explain the older federal highway funding programs. He stated that there was a pot of money dedicated for use on secondary roads. When that federal program ended, the Commission recognized the importance and need of using some of the federal money on the local roads. As a result, the Commission created the STP suballocation program that has been in place for twenty-plus years. It took the same percentage of the federal funds that used to be dedicated to local roads and continue to spend on local roads. The pro-rata share has remained the same every year since then. There is a formula in place to disburse the funds to every county and class 1 city to receive its share. These funds can be used on federal aid routes or bank them where we keep track from year to year. It can grow until they have enough money in their account to do a particular project.

There are restrictions on federal dollars where they can only be used for construction on federal aid routes. They cannot be used for equipment, snow-plowing, non-federal aid routes, etc. This has always been a challenge for the local governments' ability to meet their highest priority needs.

The Commission had passed a resolution at the start of the session with SB1 where we are now replacing the federal funds that we used to get every year and giving state funds instead to use in a more flexible way as long as it is spent on roads (construction, maintenance, and supervision of roads).

Discussion occurred between Commission members regarding the SIB account. Bergquist said there was \$20M in the account available to do loans. Fouberg asked what was out there in loans. Kellie Beck, Director of Finance & Management said there were less than half a dozen.

Chairman Roby asked if there were any restrictions for the SIB loans because of the passage of SB1 with local tax and highway authority. Bergquist said there were no restrictions. He said that the restrictions that Roby was referring to were for the bridge improvement grants. Another question from a Commissioner was on interest rates. Bergquist said it is a dollar for dollar on SIB loans with no interest.

Bergquist told the Commissioners that when they issued SIB loans, they usually only did it for entities that were receiving federal STP money because that was the collateral. Bergquist said the department has had discussions with other entities that don't get that money but were interested in borrowing money from the SIB loan. There was a loan to the city of Lemmon where there was a bond in the bank for collateral.

Marquardt asked what the department has for collateral if the STP money dries up. Bergquist said that is the only real risk. In a remote chance that the federal money dried up and the county was no longer receiving an STP allocation, they would have to

find other dollars in their budget each year to make that payment. Bergquist thinks the likelihood of that happening is remote. Bergquist said DOT would work with the counties to make payments, if needed.

This is a new proposal similar in application in administration. The difference would be the funds would come out of the State Highway Fund as opposed to the SIB fund and then it would be all state dollars that could be used on a non-federal eligible project. The repayment would still be the same. There are also other possible repayment options of which Morris will speak on.

Bergquist said he doesn't think this would put the DOT in a financial bind for a couple of reasons, one of which that we keep a fair amount of cash in the State Highway Fund from a cash management standpoint and the other option is that the DOT has the ability to borrow from the SIB.

There was discussion on the eligibility requirements on a federal-aid eligible route for funding among the Secretary and Commissioners, as well as the logistics on borrowing money from the SIB fund. Bergquist explained that we are finding a way to use the SIB dollars.

Chairman Roby asked the Secretary if we were going to create "another" loan program. Bergquist agreed that another program is not the intent, but the number of instances where this will occur is going to be small. Because of that it can be addressed on a case by case basis. He also mentioned that DOT could put together a policy that creates another program, but is hesitant because the circumstances will be unique when something like this comes up. Discussion occurred about the case by case basis option as intriguing and good.

Chairman Roby asked about staff time and Bergquist said it would be greater.

Discussion occurred regarding combining the new program with the SIB and the Chairman asked if this was an informational item only. Bergquist explained that it was an informational item but Toby Morris was here in the meeting to address the commission regarding the funding package. Bergquist said after Morris speaks, we would ask if this would be an option to bring before the commission because of the request of Yankton County. If not, the DOT would have to look for funding elsewhere. If the commission is favorable to looking at this in the future, the DOT would be looking for some guidance in this regard.

Toby Morris of Dougherty and Company spoke before the Commission and explained that Dougherty and Company is an investment firm based in Minneapolis. They do a lot of financing packages for cities and schools. One of the areas that Morris specializes

the most in is economic development in the public/private partnership. They have been working with the City of Brookings and the Bel Cheese Factory and in Pierre with Menards. More specifically they have focused on shuttle loaders. Morris described shuttle loaders as "an elevator on steroids." They are very large grain-handling facilities. They are very capital intensive and can run anywhere from \$40-80 million capital investment.

Over the past two years, they have been trying to get a shuttle loader down in Yankton County for a company called Dakota Plains Ag Center. Dakota Plains is a joint venture between Cargill and Agrex, Inc., a Japanese grain company.

Morris spoke about how the shuttle loaders would have a circle track that they only use about 60 days out of the year. He said they have come up with a unique idea in Yankton, which is a Dakota Plains project, but wants us to look at it as an industrial regional rails project. Morris said when there is a joint venture in the corporate world; the decisions are made locally from the local board.

Morris said over the course of the last two years, one of the things that has become evident from the Dakota Plains standpoint is they want to help economic development. Morris said the biggest impediment to economic development in this state is infrastructure. Looking at the Yankton infrastructure and the unique location where the rail is at, they are looking at between \$5-7 million of road upgrades to make sure it will last 30-50 years. Morris mentioned that it is a large hill to climb for a company to put infrastructure in for a public improvement. Morris said it is not a grant-eligible deal.

With the DOT's assistance, we can create a mechanism to repay for that infrastructure. Morris says they need a catalyst to get us through the next couple of years. They cannot go through a regulated lender because it takes a unique cooperation between someone that has flexibility and someone that has the true motive of economic development.

Morris said that in the next month or so, they will bring a proposal to the Commission where we would see if Yankton County would essentially borrow. We don't want a loan to turn into a grant. On the basis of the borrowing, we would look to the Commission with our flexibility out of the state fund and not the SIB. They can't find anywhere between \$5-7 million dollars out there to lend on this. It wouldn't be a 50 year amortization but rather a catalyst to get this off the ground such as a twenty year and put a balloon in it. Working with the Rail Board several years ago, the demand for the money was there, but there was never a balloon payment to help the struggling next company to come along to keep that funded. The security standpoint would come in on the standpoint of the county agreeing to pledge their STP funds; however, because Morris works a lot with public governments, he cannot leave them exposed. Morris said he would have to have a formal repayment behind the scenes, one being a tax

increment financing district. The security in that is that taxes always get paid. Hypothetically, if Dakota Plains dissolves, "someone" will pay those taxes.

Morris has asked Dakota Plains to guarantee the loan and they have agreed. Looking at it from the underwriting standpoint, Morris said the last thing he wants to do is come to the Commission in a work out situation. Morris said they are trying to establish an example and not a precedent. He wants to stay away from sitting on boards and working in the governor's office for years because no two economic development projects are the same.

Morris concluded by asking if there were any questions. Commissioners asked Morris to explain the guarantee of the loan by Dakota Plains. Morris explained how much the taxes could be and how the loan would be repaid in case of the guarantee. Morris stated that the total cost of the project is estimated between \$35 and \$40 million at this time. There was a question about what the structure of Dakota Plains is. Morris explained that the Dakota Plains is an LLC. Morris did say that it isn't possible to get a corporate guarantee from Cargill and Agrex. Morris said he sees this as responsible growth as a public/private partnership.

Secretary Bergquist reiterated that the loan is to Yankton County even though the Commissioners were asking a lot of questions about Dakota Plains financial responsibilities. All of DOT loans are to the governments. He said this is a new phenomenon to have a private entity enter into this conversation willing to guarantee. Normally they look to the county itself to guarantee a loan. Bergquist said although Cargill will not guarantee the loan, Dakota Plains said it will, which is way more than they have ever received before with a government entity.

Morris said the focus shouldn't be on Dakota Plains but on the regional economic impact that can happen.

Chairman Roby mentioned it is not our job at the DOT by getting into the banking business. Bergquist said the DOT has been involved with the SIB, but the Rail Board has had a similar program for many years and the Aeronautics Commission is in the process of establishing one for airports.

It was asked by a commissioner if there was a loan request from the Rail Board on this project and Bergquist said not at this time.

Roby mentioned that there is no ink to paper, but the Commission is definitely interested. Morris will be formally on the agenda for next month to take action at that time.

It was brought up by a Commissioner that there should be some criteria or guidelines to evaluate each case by case situation. Bergquist said they are scheduled to work on

that in the next week and have had some discussion on it. They said it was difficult to draw the line. Bergquist said when Morris formally makes the request at the same time; the DOT will come to the Commissioners with some ideas for criteria. Morris said there are no two development projects the same and said it should be looked at on a unique case by case basis. DOT is one of the largest economic developers in the state.

Chairman Roby suggested that a Commissioner handbook be assembled for all of the commissioners to use as quick start guide and a reference item. He will be meeting with Secretary Bergquist after the meeting about items to be used in the handbook. He asked for suggestions from other Commissioners as well.

Katie Thompson of the Office of Legal Counsel offered to the Commission the public hearing of Sanborn County speed zone rule – 70:01:02:56. The proposal was to amend the speed zone rule on State Trunk Highway 37 beginning at the south Beadle County line, then south to the west junction with State Highway 34, then east to 0.10 mile west of 232nd Street, 70 miles per hour; then east to 0.10 mile east of Main Street at Forestburg, 65 miles per hour; then east to the east junction with State Highway 34, then south to the Davison County line, 70 miles per hour. One written comment received from the public was from Rep. Dick Werner recommending approval. A copy of that letter was distributed to the Commission members.

Secretary Bergquist offered some background regarding Rep. Dick Werner's proposed change as reflected in the rule amendment.

A MOTION WAS MADE by Fouberg and seconded by Dougherty. All voted aye and motion carried.

RESOLUTION #2015-06.01 was adopted.

Thompson then stated that the Department was requesting a public hearing date to amend 70:01:02:39 – Jackson County speed zone rule, 70:01:02:16 – Campbell County speed zone rule and propose the new rules 70:03:01:XX – Extended Period Emergency Declaration Permit and 70:03:01:XX.X – Extended Period Emergency Declaration Fleet Permit.

A MOTION WAS MADE to set the public hearing at the next regular Commission meeting of July 23, 2015 at 9:30 a.m. in the Becker Hansen Building, Pierre, SD by Fouberg and seconded by Marquardt. All voted aye and motion carried.

RESOLUTION #2015-06.02 was adopted.

In lieu of Greg Fuller's absence, Jason Humphrey of Operations Support stood before the Commission. Humphrey announced to the Commission members the successful completion of the **Standard Specifications for Roads and Bridges – 2015**. Humphrey told the Commission that the books have been delivered and will be distributed after the meeting. Humphrey wanted to acknowledge and thank Ryan Johnson of Operations Support for all his hard work and a job well done in completing this project over the past few months.

Humphrey said the Division of Operations had two items for the Commission. He presented the following Construction Change Orders to the Transportation Commission:

Construction change orders approved in May contain an increase of approximately \$447,600.

Over the past 12 months, the overall contract increase is 1.97%.

The following projects have a Construction Change Order (CCO) amounting to a contract change in excess of \$50,000.

ABERDEEN REGION

- I. Project: P 0020(107)394, Codrington County, PCN 027U
Location: SD 20 in Watertown
Contractor: McLaughlin and Schulz, Inc.
Type of Work: Cold Milling Asphalt Concrete, Asphalt Concrete Resurfacing, Roadway Lighting, Curb Ramp Upgrades, Slope Flattening, & Signal

Original Contract Amount:	\$	3,495,073.73
Change on CCO No. 2:	\$	52,012.15
Net Change to Date:	\$	54,328.55

Explanation of Change on CCO No. 2: This increase was the result of additional asphalt concrete and asphalt binder used during construction. The increase in quantity was the result of normal project variations.

- II.** Project: P 0028(34)307, Clark County, PCN 037G
Location: SD 28 from Willow Lake to the Junction of SD 25
Contractor: McLaughlin and Schulz, Inc.
Type of Work: Cold Milling Asphalt Concrete, Asphalt Concrete Resurfacing & Pipe Culvert Replacement

Original Contract Amount: \$ 3,409,277.41
Change on CCO No. 1F: \$ 125,826.93
Net Change to Date: \$ 125,826.93

Explanation of Change on CCO No. 1F: This increase was the result of additional asphalt concrete and asphalt binder used during construction. The increase in quantity in asphalt concrete was the result of normal project variations. In addition to the increased quantity of asphalt binder needed for the increased quantity of asphalt concrete, the Department approved mix design containing a target binder content higher than estimated in the plan.

- III.** Project: PH 8035(04), Hyde County, PCN 02BS
Location: Various County & Township Roads in Hyde County
Contractor: Hamm Contracting LLC
Type of Work: Signing and Delineation

Original Contract Amount: \$ 653,243.07
Change on CCO No. 1: \$ 70,182.00
Net Change to Date: \$ 70,182.00

Explanation of Change on CCO No. 1: This increase was the result of additional signing material added to the project at the request of Hyde County. The additional route and destination signing (911 addressing) was approved by FHWA after the project was let.

- IV.** Project: PH 8006(51), Brookings County, PCN 02AW
Location: Various County & Township Roads in Brookings County
Contractor: Hamm Contracting LLC
Type of Work: Signing and Delineation

Original Contract Amount: \$ 1,303,768.80
Change on CCO No. 1: \$ 195,463.75
Net Change to Date: \$ 195,463.75

Explanation of Change on CCO No. 1: This increase was the result of additional signing material added to the project at the request of Brookings County. The additional route and destination signing (911 addressing) was approved by FHWA after the project was let.

MITCHELL REGION

- V. Project: P-PH 0019(31)73, Lake County, PCN 025Z
Location: SD 19 from Humboldt to Madison
Contractor: Loiseau Construction, Inc.
Type of Work: Shoulder Widening, Grading, and Structures

Original Contract Amount: \$ 14,631,526.47
Change on CCO No. 2: \$ 86,733.01
Net Change to Date: \$ (12,143.51)

Explanation of Change on CCO No. 2: This increase was the result adding floating silt curtain to the project to control sediment in areas of high water. In addition, numerous minor quantity changes were made to match the as constructed quantities resulting from normal project variations.

- VI. Project: P 6175(02), Jerauld County, PCN 04AA
Location: SD 34 near Wessington Springs
Contractor: Bituminous Paving, Inc.
Type of Work: Patching & Asphalt Surface Treatment (Chip Seal)

Original Contract Amount: \$ 1,017,919.80
Change on CCO No. 3F: \$ (106,763.61)
Net Change to Date: \$ 84,616.39

Explanation of Change on CCO No. 3F: This decrease was the result of variations to the plans estimate of asphalt for surface treatment and cover aggregate. The approved application rate was less than estimated in the plans.

PIERRE REGION

- VII. Project: P 1804(12)251, Hughes County, PCN 02V1
Location: SD 1804 approximately 1.5 miles north of Pierre
Contractor: A-G-E Corporation
Type of Work: Slide Repair and Subgrade Stabilization

Original Contract Amount: \$ 740,695.26
Change on CCO No. 3: \$ 50,752.40
Net Change to Date: \$ 23,651.59

Explanation of Change on CCO No. 3: This increase was the result of additional asphalt concrete material needed to provide a satisfactory driving surface during and after construction.

RAPID CITY REGION

VIII. Project: EM 0385(15)0, Fall River County, PCN 00D0
Location: US 385 from the Nebraska state line to Oelrichs
Contractor: Loiseau Construction, Inc.
Type of Work: Grading, Structure, PCC Surfacing, and Asphalt Concrete Resurfacing

Original Contract Amount: \$ 25,172,061.84
Change on CCO No. 3: \$ (122,930.61)
Net Change to Date: \$ (40,435.56)

Explanation of Change on CCO No. 3: This decrease was the result the Contractor using salvaged base course on a portion of the project in place of virgin base course.

Scott Rabern of Operations Support presented the next item for the Division of Operations for Brooke White, Access Management Engineer in Sioux Falls, who couldn't attend the meeting due to training. Rabern gave the Commissioners background information on this request from a prior Commission meeting in 2005. This was a request for access control relinquishment on I-90, exit 387 in Hartford. This was to better serve truck traffic to the Hartford BP fueling station.

A MOTION WAS MADE to approve by Fouberg and seconded by Marquardt. All voted aye and motion carried.

RESOLUTION #2015-06.03 was adopted.

Joel Jundt, Division Director of Planning and Engineering, introduced to the Commission the following items for consideration. Jundt first presented the Right of Way items for Joel Gengler, who was not at the meeting.

1. Transfer – Charles Mix County

This resolution will complete the requirements of Agreement #711353. Agreement #711353 states that the States interest in a portion of Old Highway 1804 will be transferred to Charles Mix County more particularly described as follows:

From the Greenwood/Marty Road near Greenwood, South Dakota, approximately one-fourth mile east-south-east of the southwest corner of Section 26, Township 94 North, Range 64 West of the 5th P.M.; east-south-easterly approximately fourteen miles to the Bon Homme County line near the northeast

corner to the northeast quarter of Section 23, Township 93 North, Range 62 West of the 5th P.M.

The above highway right-of-way was deleted from the Charles Mix County Highway system and added to the State of South Dakota state highway system by Resolution Number 7988 of the South Dakota State Highway Commission in 1955; and this same segment of Old Highway 1804, also known as County Highway 2, was subsequently deleted from the State of South Dakota state highway system and added to the Charles Mix County highway system by Agreement Number 711353 in 1998.

The Old Highway 1804 highway right-of-way described above would be transferred to Charles Mix County and Charles Mix County would accept ownership, jurisdiction and maintenance responsibilities of this entire length. (See attached layout)

2. Transfer – Faulk County

This resolution will transfer:

Lot T1 in a portion of Lot H2 in the SW1/4 of Section 34 - Township 117 North - Range 68 West of the 5th P.M., Faulk County, South Dakota.

Lot T2 in a portion of Lot H1 in the SW1/4 of Section 34 - Township 117 North - Range 68 West of the 5th P.M., Faulk County, South Dakota.

Lot T3 in a portion of right of way within a cutoff described as being all the land lying between Lot H1 and the public highway right of way line along the west and south sides of the southwest quarter, (SW1/4) of Section 34 - Township 117 North - Range 68 West of the 5th P.M., Faulk County, South Dakota.

Lot T4 in a portion of a certain triangular strip of land being approximately thirty-one one hundredths of an acre (31 / 100 a.) lying in the southwest corner of the southwest quarter (SW1/4) of Section 34 - Township 117 North - Range 68 West of the 5th P.M., Faulk County, South Dakota.

(Tract to be used for road Purposes) described more particularly as follows to – wit: Beginning at a point along the section line three hundred feet east of the southwest corner of the southwest quarter (SW1/4) of Section 34 - Township 117 North - Range 68 West, thence west three hundred feet to the southwest corner of said southwest quarter, thence north along the section line a distance of three hundred feet, thence to place of beginning.

The above property would be transferred to Faulk County and Faulk County would accept ownership, jurisdiction and maintenance responsibilities. (See attached plats)

3. Abandonment – Fall River County

This resolution will abandon the temporary easements on Fall River County Project BRF-NH 0018(66)43, PCN 5993.

4. Abandonment – Minnehaha County

This resolution will abandon the temporary easement for parcel 66 on Minnehaha County Project EM-P 0011(49)68, PCN 00CP.

5. Abandonment – Faulk County

This resolution will abandon:

Lots A1 and A2 in portions of Lot H1 in the SW1/4 of Section 34, Township 117 North, Range 68 West of the 5th P.M., Faulk County, South Dakota.

Said Lot A1 contains 2.13 acres and Lot A2 contains 0.84 acre.

Lots A3 and A4 in a portion of right of way within a cutoff described as being all the land lying between Lot H1 and the public highway right of way line along the west and south sides of the southwest quarter, (SW1/4) of Section 34, Township 117 North, Range 68 West of the 5th P.M., Faulk County, South Dakota.

Said Lot A3 contains 2.74 acres and Lot A4 contains 0.17 acre.

Lot A5 in a portion of land described as a certain triangular strip of land being approximately thirty-one one hundredths of an acre (31 / 100 a.) lying in the southwest corner of the southwest quarter (SW1/4) of Section 34, Township 117 North, Range 68 West of the 5th P.M., Faulk County, South Dakota.

(Tract to be used for road Purposes) described more particularly as follows to – wit: Beginning at a point along the section line three hundred feet east of the southwest corner of the southwest quarter (SW1/4) of Section 34, Township 117 North, Range 68 West, thence west three hundred feet to the southwest corner of said southwest quarter, thence north along the section line a distance of three hundred feet, thence to place of beginning.

Said Lot A5 contains 0.16 acre.

These properties are no longer needed for highway purposes and abandonment is recommended by DOT Aberdeen Region/Area. (See attached plats)

6. Abandonment – Pennington County

This resolution will abandon Lot A1 in a portion of ~~Lot H1 and~~ Lot H2 in the SW1/4 SW1/4 of Section 3, Township 1 South, Range 7 East of the B.H.M., Pennington County, South Dakota.

Said Lot A1 contains 0.143 acre.

This property is no longer needed for highway purposes and abandonment is recommended by DOT Rapid City Region and Area. (See attached plat)

7. Abandonment – Union County

This resolution will abandon Lot A in a portion of Lot H1 in the NE1/4 SW1/4 of Section 20, Township 92 North, Range 50 West of the 5th P.M., Union County, South Dakota.

Said Lot A contains 0.17 acre.

This property is no longer needed for highway purposes and abandonment is recommended by DOT Mitchell Region and Yankton Area. (See attached plat)

8. Vacate Plats – Pennington County

Request approval to vacate the following plats:

Lot H1 in Lot 7 in Block 2 of North Boulevard Addition to the City of Rapid City, Pennington County, South Dakota, as recorded in Doc A201505777 on May 7, 2015 in Pennington County, South Dakota.

Lots H2 in Lots 4, 5, 6, 7, 8, 9 and 10, less Lots H1, of block 9 of Mallow's Addition to the City of Rapid City, Pennington County, South Dakota, as recorded in Doc A201505933 on May 11, 2015 in Pennington County, South Dakota.

Lot H1 requires changes and will be resubmitted and Lots H2 are no longer necessary because DOT purchased the lots in their entirety for Project IM 1902(61)0, PCN 1162. (See attached plats)

A MOTION WAS MADE to approve Item #1 by Rosenboom and seconded by Fouberg. All voted aye and motion carried.

RESOLUTION #2015-06.04 was adopted.

A MOTION WAS MADE to approve Item #2 by Fouberg and seconded by Zander. All voted aye and motion carried.

RESOLUTION #2015-06.05 was adopted.

A MOTION WAS MADE to approve Items #3 and #4 by Fouberg and seconded by Rosenboom. All voted aye and motion carried.

RESOLUTIONS #2015-06.06 and 2015-06.07 were adopted.

A MOTION WAS MADE to approve Item #5 by Fouberg and seconded by Rosenboom. All voted aye and motion carried.

RESOLUTION #2015-06.08 was adopted.

A MOTION WAS MADE to approve Item #6 by Rosenboom and seconded by Zander. All voted aye and motion carried.

RESOLUTION #2015-06.09 was adopted.

A MOTION WAS MADE to approve Item #7 by Dougherty and seconded by Fouberg. All voted aye and motion carried.

RESOLUTION #2015-06.10 was adopted.

A MOTION WAS MADE to approve Item #8 by Fouberg and seconded by Marquardt. All voted aye and motion carried.

RESOLUTION #2015-06.11 and #2015-06.12 was adopted.

Mike Behm presented STIP revisions from the Division of Planning and Engineering from June 16, 2015:

FOR COMMISSION APPROVAL

15-052 This revision will add a 2015 project that will upgrade existing railroad signal detection systems and add signal bells at signalized crossing on the railroad line from Rapid City to Belle Fourche.

FY 2015 Plus \$300,000

A MOTION WAS MADE to approve **#15-052** by Zander and seconded by Fouberg. All voted aye and motion carried.

Commissioner Thompson asked for an easier way to correlate the STIP revisions to the actual STIP. Behm said that he could see where that information would be handy for the future and he will add that information including project numbers for future meetings.

INFORMATIONAL REVISIONS FOR THE COMMISSION

15-055 This revision increased the cost estimate of the 2015 I-190/Exit 1 interchange replacement project in Rapid City to more accurately reflect anticipated cost.

FY 2015 Plus \$12,561,000

15-056 This revision changed a 2015 concrete pavement repair project on SD231 (West Chicago/West Omaha) in Rapid City to 100% state funding, and changed a 2015 concrete pavement repair project on SD44 (Omaha) in Rapid City from contract maintenance to state maintenance.

FY 2015 Minus \$6,000

Commissioner Thompson questioned the increase on the first informational revision of **#15-055** and Behm gave the Commission background.

No action was needed by the Commission for these revisions.

Mike Behm presented STIP revisions from the Division of Planning and Engineering from June 23, 2015:

FOR COMMISSION APPROVAL

15-057 This revision will add a 2015 project that will rehabilitate a storm sewer and mainline roadway culvert in Brandon along SD Highway 11 near Aspen Boulevard.

FY 2015 Plus \$118,000

A MOTION WAS MADE by Dougherty to approve **#15-057** and seconded by Zander. All voted aye and motion carried.

Behm then presented the following for Commission approval to go to move forward to conduct the STP meetings in July:

FOR COMMISSION APPROVAL

Staff recommended "Tentative" 2016-2019 Statewide Transportation Improvement Program (STIP).

- A listing of projects in the Tentative 2016-2019 STIP sorted by County.
- A listing of Public Transportation Projects in the 2016-2019 STIP.

INFORMATIONAL ITEMS FOR THE COMMISSION

- A list of public meetings relating to the Tentative STIP
- 2016-2019/Developmental STIP Improvement Map
- A Bar Chart showing programmed amounts versus funding amounts for FY2016 through FY2019 and a Pie Chart showing 2016 dollar amounts programmed by facility

A MOTION WAS MADE by Rosenboom to approve and seconded by Zander. All voted aye and motion carried.

Sam Weisgram of Project Development presented the following bid letting results from the June letting:

June 17, 2015

Corridor Signing

1	04GV PH 0020(140)	Aurora, Bon Homme, Brule, Buffalo, Charles Mix, Clay, Davison, Douglas, Gregory, Hanson, Hutchinson, Lincoln, McCook, Minnehaha, Turner, Union Counties	\$846,510.50
	Dakota Traffic Services, LLC		
	Mitchell Region		

A MOTION WAS MADE by Dougherty to approve Bid #1 and seconded by Fouberg. All voted aye and motion carried.

Weisgram informed the Commission that there would be a bid letting on July 1, 2015 of which they would like to begin work as soon as possible. He respectfully requested the Commission for a special conference call meeting on July 9, 2015. Chairman Roby agreed that the Commission would meet again via conference call on Thursday, July 9, 2015 at 9:30 a.m.

Joel Jundt of Planning and Engineering informed the Commission as an FYI item that the Administrative Rules for the County Highway and Bridge Improvement Plan will be available at the next regular Commission meeting of Thursday, July 23, 2015.

Chairman Roby encouraged the Commissioners to attend their regional STP meeting. Roby also suggested if any Commissioners came into Pierre the night before the July meeting, to meet up for dinner and informally discuss the upcoming meeting.

With no other business to come before the Commission, A MOTION WAS MADE by Fouberg to adjourn the meeting and seconded by Rosenboom. The meeting was adjourned at 11:23 a.m.

Submitted by:

Patricia A. Saukel
Recording Secretary

Approved by:

Darin P. Bergquist
Secretary of Transportation